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Author:
U.S. Interstate Commerce Commission
Title:
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Place:
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Date:
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INTERSTATE COMMERCE COMMISSION

RULES PERTAINING TO OPERATING STATISTICS OF LARGE STEAM RAILWAYS

Effective on January 1, 1920

SCHOOL OF BUSINESS
COLUMBIA UNIVERSITY

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JOSEPH B. EASTMAN.
GEORGE B. MCGINTY, *Secretary.*

[1] One vacancy.

Oct. 20, 1920

INTERSTATE COMMERCE COMMISSION,
Washington, December 1, 1919.

TO CARRIERS BY STEAM RAILWAY:

The annexed rules pertaining to operating statistics are intended to continue, with slight modifications, the compilation by Class I steam railways of the basic data required on the forms on which operating statistics are now reported to the United States Railroad Administration. Such data will be reported in full in the annual report forms and a part of them will be reported monthly as specified in Schedule II of the rules.

Though the order has been made effective as of January 1, 1920, the monthly reports will not be required by the Interstate Commerce Commission while the present monthly reports of operating statistics are made to the United States Railroad Administration.

155101°—19

At a General Session of the INTERSTATE COMMERCE COMMISSION, held at its office in Washington, D. C., on the 1st day of December, A. D., 1919.

The subject of operating statistics being under consideration, the following order was entered:

It is ordered, That—

1. Beginning with January 1, 1920, and thereafter until otherwise ordered, carriers by steam railway of Class I, other than switching and terminal companies, shall record currently and report annually the operating statistics as outlined and defined in Schedule I annexed, which is made a part of this order.

2. Beginning with January 1, 1920, and thereafter until otherwise ordered, carriers by steam railway of Class I, other than switching and terminal companies, shall report monthly the operating statistics specified in Schedule II annexed, which is made a part of this order.

3. The statistics specified in Schedule I shall be reported in the regular annual reports of carriers to the Interstate Commerce Commission. Those specified in Schedule II shall be forwarded monthly to the Bureau of Statistics, Interstate Commerce Commission, Washington, D. C., within 30 days following the close of the month to which they refer, except as to revenue passengers and passenger-miles and revenue tons and ton-miles, the report concerning which shall be forwarded within 60 days following the close of the month to which they refer. This order is not intended to abrogate the Classification of Train-Miles, Locomotive-Miles, and Car-Miles for Steam Roads prescribed by this Commission and effective on July 1, 1914, nor to cancel requirements as to operating statistics heretofore called for in annual reports.

By the Commission:

[SEAL.]

GEORGE B. McGINTY,
Secretary.

RULES PERTAINING TO OPERATING STATISTICS OF LARGE STEAM RAILWAYS.

SCHEDULE I.

1. Average number of miles of road or first running track operated, and of other main tracks, not including yard tracks and sidings, should be shown for freight service and mixed service combined, and also for passenger service and mixed service combined.

2. Train-miles, locomotive-miles, and car-miles should be reported in accordance with the classification of July 1, 1914. In addition, the direction of movement should be shown; that is, whether east or west. Where movement of traffic as a whole is not east or west, north should be substituted for east and south for west, or north and south should be combined with east and west according to traffic movement. Work equipment car-miles in transportation service freight trains should also be segregated. For comparisons with operating expenses under section 10, Schedule I, train-miles and locomotive-miles should also be reported in the following form:

Class of service.	Train-miles.	Locomotive-miles.
Freight train [1]		
Passenger train [1]		
Total		

[1] Including a proportion of mixed and special train services based on car-miles in mixed and special trains.

3. Gross ton-miles in freight transportation service should be reported as outlined below. Gross ton-miles are defined as tons of 2,000 pounds behind locomotive tender (cars, contents, and caboose) moved 1 mile. They are to be computed from conductors' train reports. Gross ton-miles in mixed-train and special-train services should be computed from conductors' train reports in the same manner as gross ton-miles in freight-train service, but should include only the gross tons of freight cars and their contents, and of the caboose. Direction of movement should be shown as provided in paragraph 2.

Gross ton-miles.

Class of freight service.	East.	West.	Total.
Freight train			
Mixed train			
Special train			
Total			

4. Rating ton-miles in freight-train service only shall be reported by direction of movement as indicated in paragraph 2. Rating ton-miles are defined as potential gross ton-miles which would be produced were all trains loaded to 100 per cent of the slow freight rating for normal summer weather conditions, with allowance for changes in rating over sections of the run. When the potential trainload in the direction of favoring grades is expressed in number of cars, an arbitrary tonnage rating should be used as the basis for rating ton-miles.

5. Net ton-miles, revenue and nonrevenue, in freight transportation service will be compiled from conductors' wheel reports and will be reported as outlined below.

Net ton-miles of revenue and nonrevenue freight.

Class of freight service.	East.	West.	Total.
Freight train			
Mixed train			
Special train			
Total			

The ton-miles compiled from conductors' wheel reports may be used as a basis for arriving at the annual net revenue ton-miles of freight by subtracting the nonrevenue ton-miles from the total. If net ton-miles are currently compiled from waybills, the waybill ton-miles should be used for net revenue ton-miles.

6. Train-hours of freight trains, both ordinary and light, not including mixed, special, or motor-car trains, shall be reported by direction of movement to show the elapsed time of trains between the time of leaving initial terminals and the time of arrival at final terminals, including delays on the road, as shown by conductors' train reports or dispatchers' train sheets.

7. Tons of 2,000 pounds of coal consumed by locomotives shall be compiled by classes of locomotive service. Equivalent coal tonnage for fuel oil used on oil-burning locomotives shall be included; and the same principle shall be applied to electric locomotives, by including equivalent net tons of coal, based on K. W. H. per net ton of coal consumed in generating power, used by electric locomotives. Coal used in generating power for electric multiple unit trains should not be included. The extent to which electric locomotives use water-generated power should be stated, and the reporting carrier should be prepared to furnish the locomotive-miles, in freight, passenger, mixed, special, and switching services, the gross ton-miles and the passenger-train car-miles involved in trains propelled by such water-generated power.

8. The distribution of locomotive-hours shall be shown in the following form:

Item.	Locomotive-hours in—				
	Freight train service.	Passenger train service.	Yard switching service.	Mixed, special, and work-train services.	Total.
A. Serviceable locomotives:					
1. On road or in yard switching service					
2. (*a*) At terminals					
(*b*) In enginehouses					
3. Stored					
4. Total serviceable					
B. Unserviceable locomotives					
Total [1]					

[1] The total number of hours divided by the number of hours in the year will give the average number of locomotives.

All locomotives on the road, owned, leased, or rented, should be included, but owned locomotives in service on other roads should be excluded.

Returns for item 1 should represent the time in productive road (train and switching) service and in yard switching service. For locomotives in road service, the returns should be taken from conductors' train reports or dispatchers' train sheets, and based on hours from leaving time at initial terminal to arriving time at final terminal, including train switching time and delays on road. For yard switching service, the information may be taken from yard records, and based on hours between the time a locomotive leaves engine terminal to begin yard switching work and the time it returns to engine terminal.

Returns for item 2 (*a*), hours at terminals, represents time at terminals before and after the period of productive service, exclusive

of enginehouse time reported under 2 (*b*). For road service, the returns may be taken from enginehouse and yard records, and based on hours between the time the locomotive is delivered to transportation department and the time the locomotive leaves initial terminal, and between arriving time at final terminals and the time the locomotive is delivered to enginehouse forces. For yard switching locomotives, data are to be taken from enginehouse and yard reports, and based on hours between the time the locomotive is delivered to transportation department at engine terminal and the time it leaves engine terminal for yard switching work; and hours between the time the locomotive reaches engine terminal at end of day and the time it is delivered to enginehouse forces.

Engines stored are those under white lead or stored in serviceable condition and available for service.

Unserviceable locomotives include those awaiting or undergoing repairs if held more than 24 hours on that account, including unserviceable locomotives stored or awaiting sale. In distributing unserviceable hours among classes of service, the normal assignment of a locomotive may be followed if it is not practicable to divide the time between the classes of service in proportion to the miles or days in each class of service since last general repairs.

9. In addition to the statement of freight cars owned there shall be stated the number of serviceable cars, excluding caboose and work equipment, and including home, foreign, and cars of private car lines, on line daily, the number of cars in or awaiting shops daily, including all "bad order" cars, and the total number of cars on line daily. These items should be shown separately for home cars and foreign cars. The number of the cars which are stored and which are included in the number of serviceable cars on line daily should also be shown. Under "cars stored" are to be included only such serviceable cars as are temporarily removed from transportation service on account of a falling off in business. Surplus cars not definitely stored are not to be included under "cars stored" nor should bad order cars be included under this head. The number of cars on line daily is to be determined by an inventory taken on the first day of each month, with a daily debit or credit adjustment from the summary of the interchange reports and the repair track and shop reports. The annual figures reported will be the average of the monthly figures obtained by dividing the sums of the cars on the line each day by the calendar days in the month.

10. The following primary expense accounts shall be reported with the modifications indicated:

Item.	Freight service.[1]	Passenger service.[1]
(1) Locomotive repairs (accounts 308 and 311, but excluding yard switching locomotives)		
(2) Train enginemen (accounts 392 and 393, including wages of motormen on electric locomotives but excluding wages of motormen on motor-car trains)		
(3) Fuel for train locomotives (account 394, including electric locomotive proportion and excluding motor-car train proportion of accounts 395 and 396)		
(4) Other locomotive supplies (including accounts 397, 398, and 399)		
(5) Enginehouse expenses—train (account 400)		
(6) Trainmen (account 401, excluding conductors and trainmen of motor-car trains)		
(7) Train supplies and expenses (account 402, excluding all charges on account of motor-car trains)		
Total—selected accounts		

[1] Including a proportion of mixed and special train expenses on the basis of car-miles in mixed and special trains.

SCHEDULE II.

Returns in accordance with the following outlines in Schedule II are to be made for each month, beginning with January, 1920, including comparative items for the same month of the preceding year. Cumulative figures from the beginning of the year should also be shown.

1. Average mileage operated:

Item.	In freight and mixed service.	In passenger and mixed service.	In all services.
Average number of miles of road			
Average number of miles of other main tracks			

2. Train-miles and locomotive-miles:

Train-miles and locomotive-miles by class of service.

Class of service.	Train-miles.	Locomotive-miles.
Freight train		
Passenger train		
Mixed train		
Special train		
Motor-car train		
Total		
Work service		
Freight service [1]		
Passenger service [1]		

[1] Including a proportion of mixed and special train service based on freight and passenger car-miles in mixed and special trains.

3. Car-miles:

Car-miles by class of service.

Class of service.	Freight-train car-miles.		Passenger-train car-miles.	Caboose car-miles.	Work equipment car-miles.
	Loaded.	Empty.			
Freight train					
Passenger train					
Mixed train					
Special train					
Motor-car train					
Work equipment in transportation service					
Total					
Work service					

4. Cars on line:

Item.	Home cars.	Foreign cars.	Total.
(*a*) Number of cars on line daily: (1) Serviceable			
(2) In or awaiting shops, including all "bad order" cars			
(3) Total			
(*b*) Number of cars stored included in (*a*) (1)			

For definition of terms under above head, see Schedule I, par. 9.

5. Gross ton-miles:

Freight train service _____
Mixed train service—freight _____
Special train service—freight _____

Total freight gross ton-miles _____

6. Net ton-miles, revenue and nonrevenue, in freight, mixed, and special services, from conductors' train reports.

7. Number of revenue tons carried and number of revenue tons carried one mile.

8. Number of revenue passengers carried and number of revenue passengers carried one mile.

9. Selected operating revenue and expense accounts separated between freight service and passenger and allied services according to rules prescribed.

Item.	Freight service.[1]	Passenger service.[1]
(1) Locomotive repairs (accounts 308 and 311, but excluding yard switching locomotives)		
(2) Train enginemen (accounts 392 and 393, including wages of motormen on electric locomotives but excluding wages of motormen on motor-car trains		
(3) Fuel for train locomotives (accounts 394, including electric locomotive proportion and excluding motor-car train proportion of accounts 395 and 396)		
(4) Other locomotive supplies (including accounts 397, 398, and 399)		
(5) Enginehouse expenses—train (account 400)		
(6) Trainmen (account 401, excluding conductors and trainmen of motor-car trains)		
(7) Train supplies and expenses (account 402, excluding all charges on account of motor-car trains)		
(8) Freight revenue (account 101)		
(9) Passenger revenue (account 102)		
Total—selected accounts		

[1] Expenses should include a proportion of mixed and special train expenses on the basis of car-miles in mixed and special trains.

10. Quantity and cost of fuel:

(1) Net tons and total cost of coal charged to account 394.
(2) Gallons and total cost of oil charged to account 394.

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